

CLASSIFICATION **SECRET**COUNTRY East Germany

REPORT

TOPIC Briesen AirfieldEVALUATION PLACE OBTAINED

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DATE OF CONTENT

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28 January 1955

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REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

The following observations were made at Briesen airfield between 22 and 29 December 1954:

22 December. After nightfall at 1700, air activity was started by jet aircraft. The sky was quite cloudy and there was a moderate wind from the west. The aircraft took off at intervals of 10 minutes toward the west. The air-route of the flight could not be observed. Thirty minutes after the take-off of the first plane, a jet bomber coming from the east landed at the field. Additional aircraft followed at intervals of 10 minutes. A total of 10 jet aircraft had taken off by 1825. By 1850 10 Il-28s had landed. Landings of the aircraft were recognized by their landing lights. The five aircraft which took off first had the following position lights: green lamps on the starboard and port side, white lamp on the tail. The other 5 aircraft had a green light on the starboard side, a red light on the port side and a white light on the tail. During the landing procedure, the following observations were made: At about 6 km from the runway, 2 searchlights on the landing aircraft flashed up. These lamps were fitted between the position lights; the distance between the 2 lamps were slightly larger than that between the headlights of a motorcar. At first, 2 lights pointed almost straight downward and then gradually turned onto the flight path. The 2 lights were usually switched off after the landing but, on some aircraft, they were still burning while the aircraft was taxiing on the runway. When the approaching aircraft was about 500 to 1,000 meters from the end of the runway, a green flare was fired from the eastern end of the runway. Thereupon, 2 red lights on the plane flashed on for about 5 seconds and the aircraft landed from east to west. The 2 red lights were apparently fitted in the wings, between the outer position lights and the landing searchlights, with 1 lamp each on both the port and the starboard sides. During the 5 seconds when the 2 red lights flashed on, the following constellation of lights was observed from the front: colored lights in one line and the landing searchlights somewhat deeper; in details: green starboard light, red light, white landing searchlight, white landing searchlight, red light, red light on port side (green on 5 aircraft). During the air activity, the runway was lighted by red lamps along its southern edge and white lamps

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along its northern edge. Six red lamps 100 meters apart were at the eastern extension of the runway.

25 December. Between 1000 and 1200, a total of 16 jet bombers took off and landed toward the west at intervals of 5 to 10 minutes. There was a 10/10 overcast at an altitude of about 1,000 meters, visibility of 4 km and a moderate southwesterly wind. Each aircraft made one wide oricle over the field which lasted 15 minutes. Two aircraft were simultaneously aloft. No further air activity was conducted after 1200.

28 December. There was a closed ceiling and a light southwesterly wind. At about 1800, air activity was started. Two jet aircraft took off toward the west at intervals of 5 minutes. After about 50 minutes, the aircraft returned from the east and landed at the field at intervals of 5 minutes. The same light maneuver was observed as during night flying activity on 22 December. The two aircraft had the international position lights: green light at starboard, red light at port side and white light at tail. During the take-offs and landings, the airfield was dimly lighted, apparently by 50 percent of the lights available.

29 December. There was a 4/10 overcast at an altitude of 3,000 meters, visibility of about 15 km and a light southwesterly wind. Flying was started at 1000. Individual jet bombers took off toward the west at intervals of 5 minutes. A few minutes after the take-off, the aircraft crossed over the field at a very high altitude, heading east. They landed from the east after a flight time of about 20 minutes. About 90 take-offs and landings were made up to about 1400. Six to 8 aircraft were usually aloft at the same time. The tail guns of all landing aircraft were in a horizontal position. One man was observed in the tail-gun position. Air activity discontinued at about 1400. On each of the days of observation, when no air activity was under way, 25 canvas-covered jet bombers were parked in front of the flight control building at the southern taxiway.

Comment. Briesen airfield is still occupied by a bomber regiment equipped with 28 Il-28s. The observation of green position lights on the starboard and port side of aircraft involved in night flying activity was apparently correct. The purpose of these green position lights is not known. The presence of a second landing searchlight on Il-28 aircraft is reported for the first time.

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